

The Hongkong Telegraph.

No. 226.

SATURDAY, OCTOBER 14, 1882.

FIVE DOLLARS
PER QUARTER.

For Sale.

LANE, CRAWFORD & CO.

HAVE received their supply of Autumn and Winter HOSIERY and OUTFITTING GOODS, all of this Season's London Patterns.

COMPRISES—

SINGLETS AND DRAWERS IN ALL TEXTURES.

TIES AND SCARFS, IN THE MOST FASHIONABLE SHAPES AND COLOURS.

SHIRTS AND COLLARS, OF FRENCH AND IRISH CAMPBRI.

BRACES, IN COTTON, SILK, LEATHER AND BERLIN.

ATHLETIC AND CRICKETING BELTS AND CAPS.

STRIPED ROWING JERSEYS AND SWEATERS.

CANVAS SHOES.

FLANNEL AND SILK SHIRTS FOR TENNIS.

CHRISTY'S HATS, IN NEWEST SHAPES AND SHADES.

&c., &c., &c.

LANE, CRAWFORD & CO.

Hongkong, 25th September, 1882. [296]

Insurances.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL. \$33,333-33-

RESERVE FUND. \$70,858-27.

BOARD OF DIRECTORS.

LEE SING, Esq., LEE YAT LAU, Esq.

LO YEK MOON, Esq., CHU CHIK NUNG, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 1st September, 1882. [601]

THE CITY OF LONDON FIRE INSUR-

ANCE COMPANY, LIMITED.

CAPITAL £1,000,000; PAID-UP £100,000

PAID UP RESERVE FUND £50,000.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.

Hongkong, 14th March, 1882. [165]

THE SOUTH BRITISH FIRE AND

MARINE INSURANCE COMPANY

OF NEW ZEALAND.

CAPITAL £1,000,000 (One Million Sterling).

UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT FIRE and MARINE RISKS at Current Rates, allowing usual discounts.

GEO. R. STEVENS & Co.

Hongkong, 14th March, 1882. [164]

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD

of UNDERWRITERS.

ARNHOLD, KARBERG & CO.

Hongkong, 15th June, 1881. [457]

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [457]

NOTICE.

THE MAN ON INSURANCE COMPANY,

LIMITED.

(CAPITAL SUBSCRIBED \$1,000,000)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, & Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN

Secretary.

HEAD OFFICE,

NO. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [81]

YANGTSZE INSURANCE

ASSOCIATION.

CAPITAL (Fully Paid-up) Tls. 120,000-00

PERMANENT RESERVE Tls. 230,000-00

SPECIAL RESERVE FUND Tls. 290,553-95

TOTAL CAPITAL and

ACCUMULATIONS, 8th Tls. 940,553-95

May, 1882. [162]

DIRECTORS.

H. DE C. FORDE, Esq., Chairman.

J. H. PINCKVOS, Esq., J. W. MEVERIN, Esq.

A. J. M. INVERARITY, Esq., G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

London Branch.

Messrs. BARING BROTHERS & Co.,

Bankers.

RICHARD BLACKWELL, Esq., Agent,

68 and 69, Cornhill, E.C.

POLICES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 per cent. for Interest on Shareholders' Capital; and the Profits of the Underswearing Business are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.

RUSSELL & Co., Agents.

Hongkong, 13th May, 1882. [153]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from the MORTGAGEE to Sell by Public Auction, on

MONDAY,

the 16th day of October, 1882, at THREE P.M., on the Premises.

ALL those PIECES or PARCELS of GROUND Registered in the Land Office as SUB-SECTION No. 2, of SECTION A of MARINE LOT No. 16A, measuring North and South sides 17 feet, East and West sides 30 feet, and SECTION C of MARINE LOT No. 16, measuring on the North side 17 feet, on the South side 19 feet, East and West sides 31 feet. Together with the 2 HOUSES Nos. 13 and 15, Mercer Street.

For Further Particulars and Conditions of Sale, apply to

J. M. GUEDES,

Auctioneer.

Hongkong, 3rd October, 1882. [667]

PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, ON

THURSDAY,

the 19th day of October, 1882, at THREE P.M., on the Premises,

11 N. F. LOTS

THE FOLLOWING LEASEHOLD PROPERTIES ON THE PRAYA, IN BONHAM STRAND AND JERVOIS STREET.

BY ORDER OF THE MORTGAGEES.

151, 2ND-AND-3RD-LOTS.—All that PIECE of GROUND Registered in the Land Office as SECTION A of MARINE LOT No. 227, measuring on the North side 45 feet, on the South side 55 feet, on the East and West sides 26 feet. Held for 999 years, under Crown Lease dated 3rd January, 1879. Crown Rent \$60, with the 3 SUBSTANTIALLY BUILT HOUSES known as Nos. 24, 25, and 26, Praya West.

47TH LOT.—All that PIECE of GROUND Registered in the Land Office as the REMAINING PORTION of MARINE LOT No. 171, measuring on the North and South sides 14 feet, on the East and West sides 30 feet. Held for 999 years from 2nd October, 1866, with the SUBSTANTIALLY BUILT HOUSE known as No. 75, Bonham Strand.

5TH LOT.—All that PIECE of GROUND Registered in the Land Office as MARINE LOT No. 32C, measuring on the North and South 42 feet, East 88 feet, and West 88 feet. Held for 999 years from 26th June, 1843, with the HOUSES known as Nos. 60, Bonham Strand and 93, Jervois Street. Yearly Crown Rent £60-0-0.

For Further Particulars and Conditions of Sale, apply to

J. M. GUEDES,

Solicitors for the Mortgagors,

or to

J. M. GUEDES,

Auctioneer.

Hongkong, 6th October, 1882. [674]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY,

the 21st day of October, 1882, at THREE P.M., on the Premises,

BY ORDER OF THE MORTGAGEES.

ALL that PIECE or PARCEL of GROUND Registered in the Land Office as SECTION B of INLAND LOT No. 381, measuring on the North side of Queen's Road 22 feet and 1 inch, on the South side 28 feet and 1 inch, on the East at the centre of a party wall measuring 68 feet and 6 in. on the West side on SECTION B of INLAND LOT No. 381 at the centre of a party wall 61 feet and 6 in.

Together with the 2 SUBSTANTIALLY BUILT HOUSES in Queen's Road West, Nos. 73 and 74.

For Further Particulars and Conditions of Sale, apply to

J. M. GUEDES,

Auctioneer.

Hongkong, 13th October, 1882. [693]

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BY ORDER OF THE MORTGAGEES.

ALL that PIECE or PARCEL of GROUND Registered in the Land Office as SECTION B of INLAND LOT No. 608, measuring on the North side of Queen's Road 6 feet, on the East side 51 feet, on the West side on Lot No. 608 at the centre of a party wall measuring 61 feet. Held for a term of 999 years.

Together with the 2 SUBSTANTIALLY BUILT HOUSES in Queen's Road West, Nos. 73 and 74.

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Intimations.

GARDEN SEEDS.

SEASON 1882-3.

A. S. WATSON & CO.

HAVE LATELY RECEIVED
AND
OPENED
OUT

THEIR NEW SEASON'S
SUPPLY OF
VEGETABLE AND FLOWER SEEDS.

CATALOGUES SUPPLIED ON APPLICATION.

VEGETABLE PARCEL of 50 PACKETS,
PRICE \$7.50.

FLOWER PARCEL, PRICE \$10.00.

FLOWER PARCEL HALF SIZE, PRICE. \$5.00.

SINGLE PACKETS AT PRICES
AS PER LIST.

A. S. WATSON & CO.,
HONGKONG DISPENSARY,
HONGKONG. [43]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish *The Hongkong Telegraph* daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 14, 1882.

THERE appears to be a very strong consensus of opinion amongst practical sailors, shipwrights, and engineers in this Colony, that the decision of the Directors of the Hongkong, Canton, and Macao Steamboat Company in so hastily ordering the alterations to the new steamer *Honam*, is an altogether erroneous one, and shows a sad want of discretion. As we cannot pretend to possess any special knowledge of shipbuilding or engineering, any contribution of ours on the technical questions at issue between the controversialists who have taken this matter up can be of comparatively little value; but as the differences of opinion are not altogether of a scientific character, and as we have a plain array of facts to guide us in dealing with the subject from a common-sense standpoint, the views of an independent and impartial observer may probably carry some weight. We may premise our remarks by observing that a very strong feeling seems to exist among partisans of American and British shipbuilding respectively, with regard to the capabilities of the *Honam*. Without entering into the details of the frequent discussions which have taken place both before and since the trial trip of the new vessel, we may briefly state that the differences resolved themselves simply into two widely opposite expressions of opinion. Americans, and admirers of American constructed river steamers assert that a much faster and very much better steamer than the *Honam* could have been supplied from ship building yards in the United States at considerably less cost; whilst believers in and admirers of Clyde built vessels retort by replying that no builders in America could, under any circumstances, have constructed a vessel of the class and power of the *Honam*. Which of the two bodies of disputants is right we are not called upon to decide, even were we competent to settle such a knotty point which we certainly are not. Our present task is simply to deal, and that briefly, with the history of the good ship *Honam*.

As all the world knows, the *Honam* was built to the order of the Hongkong, Canton, and Macao Steamboat Company by Messrs. A. and J. Inglis, of Glasgow, a firm which has attained a world wide celebrity for this particular class of vessel. The vessel, prior to leaving the Clyde, ran a most satisfactory trial trip, and was tested in her various parts in every possible

way. Under adverse circumstances and at a most trying season of the year this huge paddle steamer, with her decks and deck buildings, rising out of the water like town in miniature, made the voyage from the Clyde to Hongkong in perfect safety, and without sustaining the slightest damage, although she encountered heavy weather, which fact of itself is clear and irrefragable evidence as to the vessel's sea-going qualities and thorough stability. No defect worthy of the name was discovered during the steamer's long voyage from Scotland to China. Captain BARNETT, who was in command, says that in passing through the narrow ditch, known as the Suez Canal, the *Honam* steered magnificently, and at no part of the journey gave the slightest trouble. The first act ended with her arrival at this port.

After her arrival the usual trial trip was of course a *sine quid non*, and so the steamer was sent over to Kowloon Docks to be cleaned and refurbished up, and to receive a general overhaul. Eventually it was decided to run the trip to Canton and back the same day, and Saturday last the 7th inst., was the day selected for the trial. It is necessary to note here that Captain T. BENNING, the new commander of the *Honam* only joined the ship the previous day, and that his crew, including the steersmen, knew absolutely nothing of the craft. The trial trip took place, and although a most enjoyable day was passed by the shareholders and other guests of the Directors, and paens of praise were loudly sung in honor of the new steamer by all on board, it cannot be disguised that the test put to the *Honam* was not satisfactorily answered. The trial trip was in fact only a qualified success. Under all circumstances the speed shown was far ahead of anything ever previously seen on the Canton river; but this valuable qualification was more than neutralised—so far as the success of the trial trip was concerned—by the eccentric manner in which the steamer answered her helm. We prefer putting it in this way, but it would perhaps be more accurate to say, by the manner in which she was steered.

During the trip the conclusion was jumped at that the steering gear of the *Honam* was defective, and in accordance with that conclusion, she has been placed in the hands of the Dock Company to undergo what are said to be necessary alterations or improvements. It was told us that the vessel did not answer her helm properly, owing to a want of sufficient surface of the rudder at the water line; and this may possibly be the true reason of her eccentric movements on the occasion of her introduction to the Pearl river. But it strikes us as being remarkably strange that Messrs. A. and J. Inglis should have made such a mistake as this, and still more singular that the defect never intruded itself on the notice of Captain BARNETT or his officers during the passage out, although the Suez Canal most certainly will not admit of any vagaries in steering. Is it not possible, nay probable under all circumstances, that the defective steering qualities of the *Honam*, as brought to light during last Saturday's trial, may be owing to other causes besides a defect in the rudder? Is it not likely enough that the Chinese steersmen, who were entirely unacquainted with the new kind of wheel, may have contributed to some considerable extent at least to the erratic movements of the steamer? And surely a commander who handled his vessel for the first time could hardly be expected to manipulate her with the precision that was necessary to keep her on a perfect course considering the speed at which she was going! Probably no man living could take a river steamer up to Canton in better style than Captain T. BENNING; but it was certainly heavily handicapping both the "old man" and the steamer, to expect him to run a craft, of whose peculiarities he knew absolutely nothing, on a trial trip to the City of Rams at a rate of speed never before seen on the river, with the same precision that he could have handled the *Kiukiang*!

It seems reasonable enough to believe that the *Honam* steaming 17 miles an hour will never steer so reliably as the *Kiukiang* steaming five miles per hour less; but we are decidedly of opinion that with efficient steersmen the *Honam* would have steered equally as well as the older boat had she been "slowed down" to the rate of speed it is intended to run her when she takes her place on the route. And we will go even further, and say that after the *Honam* has been altered as arranged, she will still, when going at full speed and steered by men who are not acquainted with her steering gear, show the same defects which caused so much comment the other day—that is, until experience has overcome the difficulties which are inseparable from the manipulation of a new vessel of this class. We think that after fairly trying the *Honam*'s speed, which could easily have been done by a couple of hours run to Macao or elsewhere, she

ought to have been placed on the line without undergoing the slightest alteration for at least six months. By that time whatever peculiarities the ship may possess would have been discovered, and then if any alterations, or improvements were desired, they could easily have been effected. With all due respect for the opinions of everybody concerned, we frankly say that the so-called improvements now being made on the *Honam* at Kowloon Docks are an unnecessary and undesirable mutilation of the finest paddle steamer that has yet been seen in the Far East—and time will show that we are right.

TELEGRAMS.

LONDON, 13th October.

THE BRITISH IN EGYPT.

General Alison has been appointed to the command of the British Army of occupation in Egypt.

ITALY'S RELATIONS WITH FRANCE
AND ENGLAND.

The President of the Italian Ministry in a speech to his constituents laid stress on the friendly relations with France and England.

LOCAL AND GENERAL.

We understand that Mr. J. M. Price, the Surveyor General of Hongkong, is on board the *Irau-adi*, the next French mail steamer from home.

A STURDY peasant from the Tyrol was standing the other day at a shop-window in Vienna, looking at a reproduction of the fine group by Herr Rauch, "The Three Graces." The peasant did not seem insensible to the perfection of form, but after a while he burst forth, "What fools women are all over the world! Only to think that those girls have not got money enough to buy themselves a suit of clothes, yet they spend the little they do possess, in having their photographs taken!"

THE Church Missionary Intelligencer says:—On the recommendation of the sub-committee (of the Church Missionary Society) in charge of the China Mission, it was resolved to fix the headquarters of the new Mission in Western Kwangtung, at Hoitow, in the Island of Hainan, instead of at Pakhoi on the mainland, the Bishop of Victoria having pointed out that the former place was more accessible from Hongkong, and that the Island of Hainan was part of the Kwangtung province, and was believed to contain a population of more than two millions.

THE business of posing as models, says an American contemporary, which 10 years ago was regarded as so scandalous across the Atlantic that it was difficult to get a model of either sex at 6s. an hour, has grown so much in repute of late that any number of models can now be had for one third of that sum. At first a model cannot stand longer than 20 minutes without resting, but afterwards they pose from 12 to 20 hours a week. In one rare case a female model is said to have posed eight hours a day. Most of the female models are young women who work in workshops and factories; but in their cases, as in all others, "it is the whip of necessity that drives people into posing." "One of the hand-some models," says the professor of the New York Academy of Design, "is an itinerant Methodist preacher. He has the form of a

gladiator,"

AN international cricket match between teams representing England and Scotland respectively was played at Shanghai on the 6th and 7th. The game was decided on the first innings, and as will be seen from annexed scores Scotland won by 35 runs.

SCOTLAND. SECOND INNINGS.

E. H. Gore-Brough, c. H. Dun-
man, b. Latham 12
A. Shaw, c. Burrows, b. T. W. 12
A. Stewart, c. W. Dunnam, b. 12
I. Scott, b. Latham 12
G. T. Veitch, b. Stewart 12
A. Anderson, c. and b. Latham 12
F. Macgregor, b. W. Dunnam 12
H. Burns, not out 12
J. Baird, c. A. Veitch, b. Latham 12
Extras 12

Total 64

ENGLAND. Total 64

W. Dunnam, b. Macgregor, c. Stewart 9
T. Latham, b. Macgregor 4
F. Macgregor, b. Stewart 4
G. T. Veitch, b. Stewart 3
A. H. Reynell, c. Macgregor, b. Stewart 3
P. E. Hall, b. Macgregor 1
M. J. H. Smith, c. and b. Stewart 6
W. H. Tait, thrown out by Macgregor 6
S. Reynell, c. and b. Stewart 6
A. Veitch, c. Macgregor, b. Macgregor 6
H. T. Wade, not out 6
Total 64

AN HONGKONG lawyers enjoy a deservedly high reputation for the facility they always exhibit in running up a bill of costs. But if a story we hear from Japan is true, the legal gentlemen of this colony must take a back seat even at their favorite pastime, when pitted against such senior wranglers at the game of making out "little bills" as the inhabitants of the village of Hatori have recently proved themselves. The *Kobe Shipping List* says:—If the following extraordinary story from the native papers is to be believed, eccentrics will have to keep a sharp lookout in their daily rides. A claim has been laid against a native policeman for the modest sum of 35,000,437.20 yen for riding over an old woman of 56. What, then, would a "wily tojin" be asked should he have a similar mishap? The culprit is a Mr. Kadori, the head of the police in Shizuoka, and he added insult to injury by not stopping to ask pardon. The people of the village of Hatori, where this happened, becoming greatly incensed, have sent in the following little bill, the calculations in which are based on presumption of the injured woman living until she is seventy years of age:—

12 years food &c so see her die now 1,750.00
12 years medical expenses 1,750.00
do. doctor's visits 8 times monthly 1,750.00
do. 12 per cent interest 343.00
Compensation for loss of services 15,000.00
men of life for 20 years 15,000.00

Total 35,000,437.20

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men of life for 20 years 15,000.00

Total 35,000,437.20

A REGULAR LODGE of Victoria, No. 1026, will be held at Freemason's Hall, Zetland Street, on Friday evening next, the 20th instant, at 8:30 for 9 o'clock precisely.

ACCORDING to the *Rising Sun* of the 7th inst., H. B. M.'s surveying-vessel *Magpie* was expected at Nagasaki in about a week from that date. The *Iron Duke* was also reported to be going there shortly, and will probably be accompanied by the *Curator*.

MRI. MACONIORDS was again prevented from trying his subscription griffin this morning. There were no touts hanging round, and the only difficulty which existed was that, by the time the owner arrived at the Grand Stand, the pony had finished his exercise and gone home.

WE would direct attention to the musical entertainment to be given at the Theatre Royal, City Hall, this evening, by Mr. W. Russell Schmidt, who will be assisted by an array of local talent. The programme, which will be found detailed in our advertising columns, is a varied one, which should attract a large audience.

A PARISIAN lady called on her milliner the other day regarding the character of a servant. The respectable appearance of the latter was beyond question. "But is she honest?" asked the lady. "I am not so certain about that," replied the maid. "I have sent her to you with my bill a dozen times, and she has never yet given me the money."

A CLERGYMAN in the country had a stranger to officiate for him one day, and meeting his beadle afterwards he said to him, "Well, Dougall, how did you like last Sunday's preaching?" "It was a great deal owing plain and simple for me," replied the beadle. "I like sermons that jumble the judgment and confound the sense. Oh, sir, I never saw one that could come up to yourself at that."

"GIL BLASE" writes in the *Overland Mail*.—In spite of the new regulations for controlling newspaper correspondents accompanying an English army in the field, some strange reports have been sent from Egypt, and the talent for reporting military manœuvres displayed by some of the correspondents there is of an unusual order. Explaining the British position to the provincial paper, which employed him, one of these gentlemen recently wrote:—"In fact the position to which they had advanced was but the apex of an extensive system of defence, field works running at right and left angles to the point they had gained." A left angle is probably a purely military technical term, with which only privileged correspondents are yet familiar.

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man, b. Latham 12

A. Shaw, c. Burrows, b. T. W. 12

A. Stewart, c. W. Dunnam, b. 12

I. Scott, b. Latham

min. 35 sec., all coming in together, the light gun, appearing to have the best of it at the finish.

White Knight and another—time 3 min. 32 sec. Gil Blas—time 3 min. 36 sec., going alone, Helios and another—time 3 min. 34 sec., going exactly half way, but with a light weight up.

Unsink'd—Time 3 min. 37 sec.

Pelham—Time 3 min. 36 sec., going well.

Prejudice and Picaroon—Time 3 min. 30 sec. The first part of the gallop was very slow, but it was hard work for Prejudice to win at the finish. Prejudice carried about 11 stone and Picaroon about 9 stone.

Two miles.—Montezuma. Time, 4 min. 54 sec. This was the best performance of the morning. He appeared to have improved very much since his last gallop. On present form, he appears to have the St. Leger at his mercy.—*Courier*.

CHEFOO.

[FROM OUR CORRESPONDENT.]

6th October, 1882.

The real state of the Korean question is kept rather dark. The Chinese gunboat *Chao Yuen* arrived from Korea on the 2nd inst., and left again to-day; according to her reports, the Chinese troops are encamped near Seoul; one of the Japanese men-of-war had left, taking some of the Japanese troops back to Nagasaki.

The Iron Duke left for Woosung on the 4th, the Russian Admiral returned from his trip to Peking in the *Plastoun*, and left yesterday in the *Duke of Edinburgh*, accompanied by the *Plastoun*, for Nagasaki.

The German gunboat *Wolf*, with Commodore von Blaich on board, is expected back from Tientsin on the 8th; the *Stosch* will leave for Japan on the 9th inst.

Admiral Willes is still at Peking; the *Swift* and *Vigilant* are at Tientsin.

The revenue cruiser *Linsen*, having Commissioner Mr. Jamieson on board, left for Swatow yesterday.

The weather has been rather unsettled for the last fortnight and for several days we had heavy showers of rain.

Men-of-war—in port—British, *Cleopatra*, *Curaçao*, *Abraçao*, *Zephyr*; American, *Monocacy*, *Geman*, *Stosch*; Chinese, *Chen Nan*. General Wu, the Commander-in-chief of the Chinese troops in Korea, has not yet returned from Tientsin, where he is waiting for orders from Li Hung-chang.

Commander Lang's appointment as Chief of the Chinese Admiralty has been confirmed by Li Hung-chang, and considerable changes in the Naval Department are expected to take place.

The cricket match on the 26th ult. resulted in a victory for the Navy.—*Mercury*.

NEWS BY THE ENGLISH MAIL.

We take the following items from the *London and China Express* of September 8th:—

The *Lynx*, 5 guns, 767 tons, 100-horse power, will shortly be commissioned for the China Station.

Asst.-Paymaster G. J. Clow, R.N., who has been selected for the duties of secretary to Commodore Purvis, on the Jamaica Station, has recently in pay charge of the *Foxhound* on the China Station.

Commander Sir Baldwin Wake Walker, Bart., R.N., who joins Admiral Seymour's Fleet as commander of the *Northumberland*, served in the *Barrosa*, of which he was third lieutenant, on the China Station, where he was transferred to the *Ocean*, returning home in her in 1872.

The steamship *Whampoa* whose launch we reported in our last issue, is a handsome steamer of 1750 tons gross register, having compound engines of 200 nominal horse power. She has been constructed to the order of Messrs. John Swire and Sons, of London, and is to be employed on the China Coast. She possesses all the modern improvements, both as regards hull and machinery. Her boilers are fitted with Fox's patent corrugated flues.

Captain Julian George Davidson, R.N. (retired), died at Eastbourne on the 2nd inst. He attained the rank of sub-lieutenant in 1852, and served against Chinese pirates on detached service in the boats of the Hastings. He was present during most of the operations on the Irrawaddy in 1852 (Burman medal), subsequently serving in the Prince Regent in the Baltic expedition (Baltic medal), and was present at the bombardment of Sebastopol. He took part in the blockade of the Canton river, storming of Canton, expedition to Hankow, action with the batteries at Nanking, and at the capture of the Peiho forts on the 20th May, 1850 (China medal, Taku, and Canton clasp). At the capture of Kaiding on the 24th Oct., 1852, he was the lieutenant in charge of the attacking party of the *Impudent* and he took part in the other operations against the Taiping rebels. He retired in 1852.

The corvette *Skobloff*, the second of the men-of-war which the Russian Government has despatched to serve as the flagship in the Pacific. She is not a new vessel, having been built so long ago as 1861 in Finland, from the designs of Lieut. Artsofcoff. Her length is 217 feet, breadth 39 feet, and displacement 2,397 tons. Last autumn the vessel was entirely refitted, and furnished with a new armament, consisting of eight 6-inch guns and four 9-pounders, together with torpedo appliances of the latest manufacture. The commander is Captain Blagodareff, with a crew of 377 officers and men. The engines work up to 360 nominal, or 1,042 indicated horse power, and steam at 131 knots an hour. The vessel will remain in Egyptian waters till the close of the present crisis, and will then proceed to Vladivostock, when Admiral Kopotkin will hoist his flag on board, and join the Fleet in the China seas.

The *Ascidious*, ironclad, which has been fitted out at Keyham for service as flag-ship on the China Station, to relieve the *Iron Duke*, made a trial of her machinery on the 4th inst. During the time she has been under repair six new boilers, with new fittings, have been placed in the ship, and her engines have had a thorough overhaul. New self-acting valves are supplied to the hot wells to prevent excessive pressure, and silent blow-off valves are fitted so as to prevent the noise of escaping steam being heard on deck. One of the chief and most important improvements has been the fitting of steam starting engines, which enable the main engines to be brought from full speed ahead to full speed astern in three or four seconds. The ship is also provided with steam steering machinery, dynamo machines for the electric search light, and the compressing machinery for Whitehead torpedoes. The trial was perfectly satisfactory in all respects. The *Ascidious* made a further trial of her engines on the 5th instant, and on the same day was commissioned for the China Station. The following appointments to this vessel—in addition to those recorded in our last issue—are gazetted:—Lieut. Gerald L. K. Harman; Chief Engineer: Thomas Edgar; Engineers: Henry E. Wingfield, G. T. Aborn; Assistant Engineer: William T. [REDACTED]

"HAMES-STREET INDUSTRIES" by Percy Russell. The Illustrated Pamphlet on Perfumery, &c., published at £1, may be had gratis from any Chemist or dealer in perfumery in the World, or JOHN GOSWELL & CO., London. [ADVT.]

SINGAPORE.

[FROM OUR OWN CORRESPONDENT.]

SINGAPORE, October 6th, 1882.

A very destructive fire broke out on the evening of Wednesday last at the well-known engineering establishment of Messrs. Howarth, Erskine, & Co., River Valley Road, which completely destroyed the major portion of the buildings, and damaged the best part of the extensive machinery. Mr. Madden, one of the employés was rather severely burned almost at the outset of the conflagration; and Mr. Anderson, the junior partner of the firm received some injury by being struck on the chest with a fire hook. Both these gentlemen, I am pleased to state, are in a fair way towards recovery. Full details of the fire, with particulars of the extent of damage done, have not yet reached me.

Oh; by the way, before I proceed further, let me tell you readers something concerning the "lonely power of tragic bower" that evergreen tragedian Bandmann. Daniel Edward and his crowd of scatrocates made a very poor show in Singapore, and the "great tragedian" cleared out at last under precisely similar circumstances, to those which marked his midnight "levan" from Hongkong. Bandmann & Company have been posted up in the *Hotel de l'Europe* as chit defaulter to the amount of \$7.65 (seven dollars and fifty cents)—great Caesar's Ghost what is the "perfesh" coming to?) and the fire troubled air in various other places has been thick with curses. There was a sort of vague, runner flying about here for a day or two that the famous "or infamous" "you pays your money and you takes your choice, my dears"—exponent of ancient tragedy had threatened to return to Hongkong and "go for" the Editor of the *Telegraph*, as he was so much elated over the success of his recent libel case, which everybody here says, could only have resulted as it did through a fluke. This rumour was of course entirely without foundation.

Perhaps Bandmann—who according to his sworn statement in your Supreme Court, was applauded for ten minutes when he appeared as Hamlet at Drury Lane after the Rousby affair—may recollect, when it is brought to his memory, the cabbages and rotten eggs he had thrown at him at the Broadway Theatre, New York in 1868, when he uttered the memorable words from England's greatest author—"Yah! i vest de ghost von mein vader." (*Yah!* New York *Herald*, May 26th, 1868.) I will send you this paper, so that you can be prepared for Daniel if he ever comes to judgment; but I fancy he will hardly venture into the Far East again. Singapore is too hot for him; Penang wouldn't have him at all; and Hongkong and China are a perfect *inferno* for him. The enclosed article on "Bandmann's Bad Temper" taken from the home paper *Society*, should open the eyes of Daniel's Hongkong sympathisers as to the man's real character.

Hudson's Surprise Party pleased and amused our community for about a week; and we now have the "Tourists" who are performing to good houses. Mr. D'Orsay Odgen and his troupe are also here and on *dit* that they will amalgamate with the "Tourists". Professor Rudolphine, the "great custard and balls" arrived recently, and I notice his posters stuck up throughout the town. This *artiste* is a "champion billiardist."

The Municipality here got a severe rub from the Puisne Judge, Mr. Ford, during the hearing of an action recently raised against them by Major Patterson account of the damaged condition of their roads, bridges, &c. It is to be hoped they will take the lesson to heart.

We have just learned in Singapore of the justice-loving spirit of the Hongkong community against the recent libel suit. The only regret here is that another \$1,000 were not raised to pursue and punish Bandmann for the gross manner in which he perfured himself in the witness box.

To-day's Advertisements.

THEATRE ROYAL
CITY HALL, HONGKONG.

M. R. W. RUSSELL SCHMIDT
late of the Bandmann-Beautei Combination, begs to inform the Hongkong public that he will give a grand entertainment of

VOCAL AND INSTRUMENT MUSIC
AT THE

THEATRE ROYAL,
CITY HALL,

T. H. S. E V E N I N G,
THE 14TH INST.

PROGRAMME.

OVERTURE, Italian in Algeri.....TRIO,
SONG & CHORUS, Home is Home.....COMPANY.

SONG-COMIC, 'Tis only the Major [W. RUSSELL SCHMIDT]

BALLAD, Sing Sweet Bird.....MISS CAMPBELL

VIOLIN SOLO, Life set us Cherish...Mr. DANIEL

CHINESE REFRAIN, "Me like" FRED RUSSELL

YOUNG YOU.....

VOCAL DUET, How sad it is! (MISS CAMPBELL

to say farewell.....) & NICHOLS,

INTERVAL.

OVERTURE, Poet and Peasant.....PIANO DUET,

BALLAD, 'Tis not true.....MISS CAMPBELL

VIOLIN SOLO, Hoop told a flat...] MR. DANIEL

TERLING TALE.....[W. RUSSELL SCHMIDT]

SONG-COMIC, "Up to Dick".....[W. RUSSELL SCHMIDT]

SONG & CHORUS,.....COMPANY.

PIANO SOLO.....MR. PENATI.

SERIO COMIC SONG, The Careful [W. RUSSELL SCHMIDT]

SONG, Down in a Coal Mine...MR. CANEBRARE.

ADMISSION.

Reserved Seats.....\$1.00.

Unreserved.....\$1.00.

Seats may be secured at the NOVELTY STORE,
Queen's Road.

Doors open at 8.30 o'clock; performance to

commence at 9.

Hongkong, 12th October, 1882. [690]

WANTED TO RENT.

FROM THE MIDDLE OF DECEMBER UNTIL MARCH.

A FURNISHED FAMILY
RESIDENCE

IN A HEALTHY SITUATION,

with GARDEN, STABLE, AND COACH HOUSE.

Full Particulars to be sent to

E. B.

Hongkong, 3rd October, 1882. [688]

Hongkong Telegraph Office.

Hongkong, 3rd October, 1882. [688]

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Commercial.

THIS DAY.

4 o'clock p.m.

With the exception of a few sales of Banks on time at 140 per cent. premium for the end of the month, and 145 for December 31st, not a single share transaction has come under our observation this morning. There are still cash buyers of this stock at 130, but no sellers. China-bonds have been asked for at the increased rate of 325 per share; but holders require a higher offer, and so nothing definite has resulted. Steamboats are slightly weaker than they were yesterday at 29 per share premium; and offers to sell Docks at 53 for cash meet with no response. Nothing fresh has transpired in Luzon since our last report; but the Ice Company's scrip is in strong demand at 152. Other stocks require no special reference.

SHARES.

Hongkong and Shanghai Bank—139 per cent. firm premium, buyers. Union Insurance Society of Canton—\$1,600 per share, buyers. China Traders' Insurance Company—\$1,550 per share, sellers. North China Insurance—Tls. 1,225 per share. Canton Insurance Company, Limited—\$80 per share, buyers. Yangtze Insurance Association—Tls. 850 per share. Chinese Insurance Company—\$245 per share. On Tai Insurance Company, Limited—Tls. 150 per share. Hongkong Fire Insurance Company—\$1035 per share, buyers. China Fire Insurance Company—\$325 per share, buyers. Hongkong and Whampoa Dock Company—53 per cent. premium, sellers. Hongkong, Canton, and Macao Steamboat Co.—\$20 per share premium, sellers. Hongkong Gas Company—\$85 per share. Hongkong Hotel Company—\$107 per share, buyers. Indo-China Steam Navigation Company, Limited—7 per cent. div. sellers. China Sugar Refining Company, Limited—\$195 per share, sellers. China Sugar Refining Company (Debentures)—3 per cent. premium. Luon Sugar Refining Company, Limited—\$106 per share. Hongkong Ice Company—\$152 per share, buyers. Hongkong and China Bakery Company, Limited—\$60 per share. Chinese Imperial Loan of 1878—1 per cent. prem. ex. int. Chinese Imperial Loan of 1881—21 per cent. prem.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 3/0
Bank Bills, at 30 days' sight 3/0
Bank Bills, at 4 months' sight 3/0
Credits, at 3 months' sight 3/0
Documentary Bills, at 4 months' sight 3/0

ON PARIS.—
Bank Bills, on demand 4/73
Credits, at 3 months' sight 4/84

ON BOMBAY.—Bank, T.T. 2/24

ON CALCUTTA.—Bank, T.T. 2/24

ON SHANGHAI.—
Bank, sight 7/21
Private, 30 days' sight 7/31

OPIUM MARKET.—THIS DAY.

New Malwa per picul, \$620 (Allowance, Taels 64.)
Old Malwa per picul, \$680 (Allowance, Taels 30.)
New Patna (first choice) per chest, \$570
New Patna (second) per chest, \$565
New Patna (without choice) per chest \$567
New Patna (bottom) per chest, \$572
New Patna (without choice) per chest \$567
New Biharis (without choice) per chest \$540
New Biharis (bottom) per chest, \$542
Persian per picul, \$410

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co's Registers.)
YESTERDAY.
Barometer—1. A.M. 30.170
Barometer—4 P.M. 30.178
Thermometer—4 P.M. 74
Thermometer—4 P.M. (Wet bulb) 67
Thermometer—4 P.M. (Wet bulb) 71
TO-DAY.
Barometer—9 A.M. 30.185
Thermometer—9 A.M. (Wet bulb) 67
Thermometer—1 P.M. 30.188
Thermometer—1 P.M. (Wet bulb) 67
Thermometer—1 P.M. (Wet bulb) 71
Thermometer—Maximum 78
Thermometer—Minimum (over night) 76

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

	HONGKONG	AMOY	SHANGHAI	MANILA
Barometer	10.10.10.02	10.10.10.02	10.10.10.02	10.10.10.02
Thermometer	80.0.80.0	80.0.80.0	80.0.80.0	80.0.80.0
Direction of Wind	W E N	W E N	W E N	W E N
Force	7 7 8.4	7 7 8.4	7 7 8.4	7 7 8.4
Dry Thermometer	81.0 70.0 64.0	81.0 70.0 75.0	81.0 70.0 75.0	81.0 70.0 75.0
Wet Thermometer	73.0 70.0 71.0	73.5 70.0 74.0	73.5 70.0 74.0	73.5 70.0 74.0
Weather	b b c c b c b c	b b c c b c b c	b b c c b c b c	b b c c b c b c
Hour's Rain	— — — —	— — — —	— — — —	— — — —
Quantity fallen	— — — —	— — — —	— — — —	— — — —

Barometer, level of the sea in inches, tems and humdads.—Thermometer, in Fahrenheit and tems kept in the open air in a shaded situation.—Direction of Wind, registered in the two principal directions, E., E. by N., N. by E., S., S. by E., E. by S., S. by W., W. by S., W. by N.—Force of Wind, in a scale of 8 to 10, where 8 is moderate, 9 to 7 strong, 8 to 6 heavy, 10 to 8 violent.—State of Weather, B. Clear blue sky. C. Cloudy. D. Drizzling. E. Rain. F. Overcast. G. Dusky. H. Equally. K. Rainy. J. Snow. Z. Thunder. U. Red, threatening. V. Visibility. W. Storm Z. Calm. The extent of the sea is indicated by 1 to 2 miles.—Scale of their classification.—Rain.—The hours of rain for the previous 24 hours (noons) are registered from 1 to 24 the quality of water fallen indicated in inches, tems and humdads.

The O. S. S. Co's steamer *Mercator* left Singapore on the morning of the 8th instant, and is due here on the 15th.

The D. D. R. steamer *Massilia*, from Hamburg, left Singapore on the 12th instant, and may be looked for here on or about the 19th.

Shipping.

ARRIVALS.

PEKING, British steamer, 954, G. H. Drewes, October 13th.—Shanghai 10th October, General—Siemssen & Co.

FOOKSANG, British steamer, 890, Davies, October 13th.—Shanghai 10th October, General—Jardine, Matheson & Co.

CAMORTA, Dutch steamer, 1,200, W. T. A. Hans, October 14th.—Batavia 2nd October, and Saigon 9th, Rice and General—Jardine, Matheson & Co.

GWALIOR, British steamer, 1,628, M. de Horne, October 14th.—London 8th Sept., Bombay 24th, Colombo 29th, Penang 6th October, and Singapore 8th, Mails and General—P. & O. S. N. Co.

CLEARANCES AT THE HARBOUR OFFICE.

Odin, Norwegian steamer, for Chefoo.
Huai Yuen, Chinese steamer, for Shanghai.
Yung Ching, Chinese steamer, for Shanghai.
Bivonias, British steamer, for Bangkok.
Baumwall, British steamer, for Saigon.
Cassandra, German steamer, for Saigon.
Anton, German steamer, for Hoihow.
Douglas, British steamer, for Swatow.
Lorne, British steamer, for Swatow.
Remus, British steamer, for Manila.

DEPARTURES.

October 13, *Starlight*, Sian bark, for Bangkok.
October 13, *Lightning*, British ship, for Cebu.
October 14, *Norden*, Danish str., for Swatow.
October 14, *Fookrang*, British str., for Canton.
October 14, *Wu-chang*, Chinese steamer, for Shanghai.

October 14, *Huai-yuen*, Chinese steamer, for Shanghai.

October 14, *Yung-ching*, Chinese steamer, for Shanghai.

October 14, *Lennox*, British steamer, for Singapore and Calcutta.

October 14, *Japan*, British steamer, for Singapore and Calcutta.

October 14, *Odin*, Norwegian str., for Chefoo.

October 14, *Carisbrooke*, British steamer, for Singapore.

October 14, *Bivonias*, British str., for Bangkok.

October 14, *Hermine*, Swedish bark, for Bangkok.

October 14, *Sarah S. Ridgway*, American bark, for New York.

October 14, *Edward May*, American bark, for Saigon.

October 14, *Peking*, British steamer, for Canton.

PASSENGERS—ARRIVED.

Per *Peking*, str., from Shanghai—164 Chinese.

Per *Fooksang*, str., from Shanghai—102 Chinese.

Per *Camorta*, str., from Batavia, &c.—72 Chinese.

Per *Gwalior*, str., from London, &c.—Lieut. E. C. Ravenhill, Messrs. Jno. Humby, and Robt. Kirkwood, from London for Hongkong. From Venice.—Messrs. J. A. Mackay and Ross. From Aden.—Mr. Ching, from Penang—9 Chinese. From Singapore.—Messrs. Smith, Mole, J. A. Thurnbun and servants, and 35 Chinese. From Singapore.—Mrs. Caparini, from Venice. From Singapore.—Mrs. Falls and child.

Per *Glenelg*, str., from London, &c.—Lieut. E. C. Ravenhill, Messrs. Jno. Humby, and Robt. Kirkwood, from London for Hongkong. From Venice.—Messrs. J. A. Mackay and Ross. From Aden.—Mr. Ching, from Penang—9 Chinese. From Singapore.—Messrs. Smith, Mole, J. A. Thurnbun and servants, and 35 Chinese. From Singapore.—Mrs. Falls and child.

REPORTS.

The British steamship *Peking* reports, left Shanghai on the 10th instant at 11 p.m.; arrived in Hongkong on the 13th at 6 p.m. Had fresh N.E. monsoon and fine clear weather all the passage.

NAGASAKI SHIPPING.

October—ARRIVALS.

1. *Genkai Maru*, Japan, steamer, from Kobe.
2. *Abreck*, Russian clipper, from Chefoo.
3. *Norden*, Danish steamer, from Hongkong.
4. *Brenda*, British brig, from Shanghai.
5. *Cassandra*, German str., from Shanghai.
6. *Sumida Maru*, Japan, str., from Hongkong.
7. *Anglo-Indian*, British bark, from Shanghai.
8. *Tyne*, British steamer, from Shanghai.

9. *Oaklands*, British steamer, from Shanghai.
10. *Herbert Black*, Amr. bark, from Shanghai.
11. *Pembroke*, British steamer, from Kobe.
12. *Solidor*, British bark, from Shanghai.

13. *Nigata Maru*, Japan, steamer, from Kobe.

14. *Vestnick*, Russian clipper, from Vodvostock.

15. *Tokio Maru*, Japan, str., from Shanghai.

16. *Isuruga Maru*, Japan, steamer, from Corea.

October—DEPARTURES.

1. *Clara*, British bark, for Shanghai.

2. *Ingo*, German steamer, for Shanghai.

3. *Baumwall*, German str., for Hongkong.

4. *Brenda*, British brig, from Shanghai.

5. *Cassandra*, German str., for Shanghai.

6. *Sumida Maru*, Japan, str., for Yokohama.

7. *Genkai Maru*, Japan, str., for Yohkohama.

8. *Auguste*, British schooner, for Chefoo.

9. *Flying Fish*, British gunboat, for Corea.

10. *Tyne*, British steamer, for Hakodate.

11. *Norden*, Danish steamer, for Hongkong.

12. *Manhem*, Swedish str., for Shanghai.

13. *Nigata Maru*, Japan, str., for Hongkong.

14. *Margrethe*, German bark, for Chefoo.

15. *Tokio Maru*, Japan, steamer, for Kobe.

16. *Cassandra*, German str., for Hongkong.

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date).

C. F. Sargent Cardiff June 20

Vortesent Glasgow June 28

Frederike Penarath June 28

Iquique Liverpool July 29

Doris Cardiff July 31

Annina New York July 12

Marianne Cardiff July 12

C. B. Hazelline New York July 12

B. F. Watson London July 25

Esmeralda Hamburg Aug. 6

Jupiter (s.) Trieste Aug. 6

Bayswater (s.) Antwerp Aug. 9

Khorassan Antwerp Aug. 24

Spica Cardiff Aug. 24

Menelaus (s.) London Aug. 29

Antonio (s.) London Aug. 29

Marie Liverpool Aug. 31

MAILS EXPECTED.

THE AMERICAN MAIL.

The P. M. steamer *City of Tokio*, left San Francisco on the 28th ultimo, and is expected to arrive here on or about the 27th.

THE BRITISH MAIL.

The O. S. S. Co's steamer *Mercator* left Singapore on the morning of the 8th instant, and is due here on the 15th.

THE D. D. R. MAIL.

The D. D. R. steamer *Massilia*, from Hamburg, left Singapore on the 12th instant, and may be looked for here on or about the 19th.

STEAMERS EXPECTED.

The O. S. S. Co's steamer *Mercator* left Singapore on the morning of the 8th instant, and is due here on the 15th.

The D. D. R. steamer *Massilia*, from Hamburg, left Singapore on the 12th instant, and may be looked for here on or about the 19th.

SHIPPING IN HONGKONG.

STEAMERS.

EGEAN, British str., 749, Thomas, October 10th, Saigon 5th October, Rice and Paddy.—Arnold, Kertberg & Co.